BY ORDER OF THE
SECRETARY OF THE AIR FORCE

AIR FORCE INSTRUCTION 11-2TG-14,
VOLUME 1

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Flying Operations

TG-14 AIRCREW TRAINING

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

This instruction implements AFPD 11-2, *Aircraft Rules and Procedures*, and references AFI 11-202, Volume 1, *Aircrew Training*. It establishes the USAF aircrew training program for the TG-14 aircraft. File a copy of all approved waivers with this instruction. Submit suggested improvements to this instruction on AF Form 847, **Recommendation for Change of Publication**, through training channels, to 34 OSS/OST. Changes and revisions to this instruction must be approved by HQ USAF/XO. **Attachment 1** contains a glossary of references, abbreviations, and acronyms. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

The Privacy Act of 1974 affects this instruction. The Privacy Act System Number F011 AF XO A, Aviation Resource Management Systems (ARMS) covers required information. The authority for maintenance of ARMS is 37 U.S.C. 301a (Incentive Pay), Public Law 92-204, Section 715 (Appropriations Act for 1973), Public Laws 93-570 (Appropriations Act for 1974), 93-294 (Aviation Career Incentive Act of 1974), DoDD 7730.57 (Aviation Career Incentive Act of 1974 and Required Annual Report, February 5, 1976, with Changes 1 and 2), and Executive Order 9397. This instruction is affected by the Paperwork Reduction Act as amended in 1996. Maintain and dispose of records created by processes prescribed in this publication in accordance with AFMAN 37-139, *Records Disposition Schedule*.

Chapter 1

GENERAL GUIDANCE

1.1. Responsibilities:

1.1.1. HQ USAF/XOOT will staff MAJCOM-coordinated changes and revisions to this instruction to HQ/USAF/XO for approval. Proposed changes to this volume are submitted in accordance with AFI 11-215, *Flight Manuals Program*.

1.1.2. All applicable MAJCOMs and Direct Reporting Units (DRU), will:

1.1.2.1. Determine training requirements to meet expected unit tasking.

1.1.2.2. Forward MAJCOM supplements to HQ USAF/XOOT for approval. Inform all MAJ-COM/DOs of approved supplements to this instruction. Provide HQ USAF/XOOT one copy of approved MAJCOM supplements after publication.

1.1.2.3. Review subordinate unit supplemental instructions and supplemental training programs annually.

1.1.3. Wings/Groups will:

1.1.3.1. Develop programs to ensure training objectives are met. Assist subordinate units in management of training programs, ensure programs meet unit needs, and provide necessary staff support.

1.1.3.2. If applicable forward supplements or other supporting documents to the MAJCOM for review. Review supplements annually.

1.1.3.3. Identify training shortfalls that adversely impact operational capability through appropriate channels.

1.1.4. Unit supervision will:

1.1.4.1. Ensure adequate continuity and supervision of individual training needs, experience, and proficiencies of assigned and attached aircrews.

1.1.4.2. Ensure review of training and evaluation records of newly-assigned aircrews and those completing formal training, to determine the training required for them to achieve mission qualification.

1.1.4.3. Assist wing or group in developing the unit training programs.

1.1.4.4. Monitor individual assigned and attached crew member currencies and requirements.

1.1.4.5. Ensure aircrews only participate in sorties, events, and tasks for which they are adequately prepared, trained, and current.

1.1.5. Individual aircrews will:

1.1.5.1. Be responsible for completion of training requirements and currencies within the guidelines of this instruction.

1.1.5.2. Ensure they participate only in ground and flying activities for which they are qualified, current, and prepared.

1.2. Training. Aircrew training is designed to progress aircrews from Initial Qualification (IQT)/Proficiency Phase/Mission Pilot training to Mission Qualification (MQT)/Instructor Phase/Instructor Pilot training.

   1.2.1. IQT provides the training necessary for pilots to safely operate the TG-14. MQT provides the additional training necessary for full qualification in the unit's basic mission.

   1.2.2. Continuation Training (CT) reinforces basic flying and mission skills to ensure safe and effective operation of the aircraft.

1.3. Training Concepts and Policies. Units will design training programs to achieve the highest degree of readiness and proficiency consistent with flight safety and resource availability.

   1.3.1. MAJCOMs/DRUs will determine if mission requirements for TG-14s require IQT or MQT. Wings will normally provide every pilot with full MQT.

   1.3.2. Wing Commanders may authorize IQT-only upgrades, in writing, if impact to the mission is minimized and upgrade training resources are available. File the authorization for IQT-only upgrade in the affected pilot's FEF.

1.4. Training Records and Reports. Units will maintain aircrew records for individual training and evaluations in accordance with applicable Air Force instructions and local unit guidance. As a minimum, units will document required ground training, fulfillment of upgrade requirements, and current qualifications.

1.5. Waiver Authority. Unless otherwise specified in this instruction, MAJCOM/DRU DO is the waiver authority for this instruction. Request waivers to the basic guidance in this instruction through chain of command channels to 34 OSS/OST, USAFA, CO. Waiver requests may be in message or memo format. Waivers to supplemental guidance will be handled by the MAJCOM/DRU agency that generated the supplement.

Chapter 2

INITIAL QUALIFICATION TRAINING

2.1. General. Units will specify training guidance, procedures, policy, and requirements for IQT in locally developed syllabi. Pilots in IQT will fly with instructor supervision until qualified.

2.2. Prerequisites. Units will specify prerequisites for IQT in locally developed syllabi. See AFI 11-202, Volume 1, paragraph 2.2, for additional guidance.

2.3. Senior Staff Training. Colonels and above must be entered in a syllabus program by the USAFA rated manager. They will complete all training as directed by unit syllabus.

2.4. Training Completion. All pilots will advance to MQT unless a waiver is granted by the wing commander. Complete an AF Form 8, **Certificate of Aircrew Qualification,** in accordance with AFI 11-202 Volume 2, *Aircrew Standardization/Evaluation Program,* for those pilots that do not continue on to MQT and will result in an FP qualification. Pilots will normally continue immediately into MQT and receive their AF Form 8 for flight evaluation after completing the entire IQT and MQT upgrade syllabus.

Chapter 3

MISSION QUALIFICATION TRAINING

3.1. General. Mission Qualification Training (MQT) is a unit training program that upgrades pilots who have completed IQT. Units are allowed to tailor this program to an individual pilot's experience, currency, documented performance, and formal training. Units will specify training guidance, procedures, policy, and requirements for MQT in locally developed syllabi.

3.2. Prerequisites. IQT complete. Units will specify additional prerequisites for MQT in locally developed syllabi.

3.3. Training Completion. Pilots must complete MQT within the training time prescribed in the syllabus. Wing commander is waiver authority for training time extensions. MQT is considered complete after successful completion of an AF Form 8 for flight evaluation in the TG-14. At USAFA, this results in an IP qualification.

Chapter 4

CONTINUATION TRAINING

4.1. General. This chapter outlines the minimum training required for aircrews. Units can increase the requirements as needed.

4.2. Recurring Ground Training. The following is required for all pilots prior to flying and will be reaccomplished as indicated below. Pilots failing to obtain refresher training in the specified time will be grounded until this training is accomplished.

   4.2.1. Physiological Training. Accomplish in accordance with AFI 11-403, *Aerospace Physiological Training Program,* and MAJCOM/DRU supplements. Pilots failing to obtain refresher training in the specified time will be grounded until this training is accomplished.

   4.2.2. Life Support Training. Accomplish in accordance with AFI 11-301, *Aircrew Life Support (ALS) Program*. In addition, unit commanders will review any locally developed life support courses relevant to a unit's equipment and flying environment. As a minimum, TG-14 pilots and upgraders must accomplish the requirements of **Table 4.1.**

Table 4.1. Life Support Requirements.

Type of Life Support Training:	Prior to first TG-14 flight?	Currency
Life Support Familiarization Training (LL01)	Yes	One-time*
Aircrew Life Support Equipment Training (LL06)	No	12 mos &
Emergncy (Ground) Egress Training – non-ejection (LL03)	Yes	12 mos*
Emergency Parachute (hanging harness) Training (EPT) – non-ejection (SS06)	No, prior to first mission requiring a parachute	24 mos*#

   * Grounded if not accomplished

   & Restricted to the local area if overdue

   # LS10 currency can be updated by completion of or participation in any formal military parachuting program

NOTE: LL01, LL06 and LL03 are not required for AM-251 students or passengers.

   4.2.3. Crew Resource Management (CRM). Accomplish initial and refresher training IAW 34OG OI 11-290, *Cockpit/Crew Resource Management Training Program*. Locally developed flight and ground training materials should emphasize concepts of CRM appropriate to the unit mission.

   4.2.4. Operational Risk Management (ORM). Accomplish initial and refresher training IAW AFI 90-901 34OG Sup 1, *Operational Risk Management*. Locally developed flight and ground training materials should emphasize concepts of ORM appropriate to the unit mission.

4.3. Flying Training. Operations group commanders are waiver authority.

   4.3.1. All pilots will accomplish a landing at least every 30 days.

4.3.2. In addition, all pilots will accomplish the quarterly/semi-annual requirements as shown in **Table 4.2.** If a pilot fails to complete requirements within a training cycle, his or her next sortie must be conducted under the supervision of a qualified Upgrade Instructor Pilot (UIP) on a Quarterly Proficiency Training (QPT) sortie profile.

4.3.3. Units will design a QPT sortie which individual pilots will fly at least once per quarter with a unit-designated UIP. Units will determine what minimum maneuvers will be accomplished on this sortie and list them in the applicable syllabus.

4.3.4. Quarterly training cycles begin in January, April, July, and October. Semi-annual training cycles begin in January and July.

4.3.5. Pilots who are dual qualified in the TG-7 and TG-14 motorgliders may apply half of their quarterly sorties and landings in one motorglider against the requirements on another motorglider. Landing currency must be maintained in each motorglider. SFL currency can be maintained in any motorglider.

Table 4.2. TG-14 Quarterly Sortie and Event Requirements.

Event	MP/IP/FE
Total Sorties - Quarterly	12
Landings - Quarterly	12
QPT sortie - Quarterly	1

4.4. Flight Surgeon Training. Flight surgeon night sortie requirements will not be accomplished in the TG-14. Otherwise, the requirements of AFI 11-202, Volume 1 apply.

4.5. Special Categories. MAJCOMs/DRUs may determine that their mission requirements dictate IFR flight. In this event, MAJCOM/DO will approve OG developed syllabi and supplements detailing restrictions and currency requirements prior to their publication and prior to the start of training.

4.6. Multiple Qualification/Currency.

4.6.1. MAJCOM/DO may authorize qualification in more than one mission design series (MDS) aircraft for aircrews only when such action is directed by command mission requirements and is economically justifiable. This authority cannot be delegated below MAJCOM/DO level.

4.6.2. Multiple qualifications in the non-powered TG-10B/C/D are authorized for any TG-14 pilot supporting the USAFA soaring program.

4.7. Currencies/Recurrencies/Requalification:

4.7.1. Currency. **Table 4.3.** defines currency requirements for all TG-14 pilots. Operations group commanders are waiver authority.

Table 4.3. TG-14 Currencies.

Landing	30 days
Simulated Forced Landing	90 days

4.7.2. TG-10 cross country currencies may be accomplished in the TG-14.

4.7.3. Recurrency. Any pilot not meeting currency or requirements will regain currency by flying with an IP who is current and qualified in the noncurrent manuevers according to the following:

4.7.3.1. If noncurrent for 1-30 days, recurrency will be accomplished by flying a sortie with another qualified IP (may be a pattern only sortie).

4.7.3.2. If noncurrent for 31-60 days, an AM-251 profile with a UIP will be accomplished.

4.7.3.3. If noncurrent for 61-90 days, two sorties will be flown with a UIP. The first sortie will be an AM-251 profile followed by an off station navigation leg (if Nav qualified). The second will be a QPT profile with pattern work on the return leg of the navigation profile (if Nav qualified).

4.7.3.4. If noncurrent for 90-180 days, three sorties will be flown with a UIP. One will be IAW paragraph **4.7.3.2.** and the two remaining sorties will be flown IAW paragraph **4.7.3.3.**

4.7.3.5. Loss of currency exceeding 180 days. An aircrew member is unqualified upon expiration of his or her qualification evaluation or loss of currency exceeding 6 months (180 days), whichever occurs first. Requalification requirements are listed in AFI 11-202v1.

4.8. Proration. At the end of the training cycle, the unit commander may prorate all training requirements when DNIFs, emergency leaves, nonflying TDYs, or exercises preclude training for a portion of the training period. Normal annual leave will not be considered nonavailability. Extended bad weather, which precludes the unit from flying more than 15 consecutive days may be considered as nonavailability. Also periods when the aircraft are not available for normal use, as determined by the unit commander may also be considered as nonavailability. The following guidelines apply:

4.8.1. Proration will only be used to adjust genuine circumstances of training nonavailability, not to mask training or planning deficiencies.

4.8.2. Proration is based on cumulative days of nonavailability for flying during the training cycle. Use **Table 4.4.**, Proration Allowance, to determine the months available.

4.8.3. Prorated numbers resulting in fractions of less than 0.5 will be rounded to the next lower whole number, but no requirement may be prorated below one.

Table 4.4. Proration Allowance.

CONSECUTIVE DAYS OF NON-FLYING	MONTHS OF PRORATION ALLOWED
0-15	0
16-45	1
46-75	2
76-105	3
106-135	4
136-165	5
165-195	6
>195	See AFI 11-202, v.1

Chapter 5

UPGRADE TRAINING

5.1. General. Unit upgrade training programs qualify pilots with basic aircraft qualification or better for more demanding missions flown by the TG-14. Units will tailor these programs for local requirements and may tailor upgrades for individual crewmembers based on their experience, currency, documented performance, and formal training.

5.2. Authorized Upgrades. Specific training guidance, procedures, policies, and requirements for each upgrade will be published in MAJCOM/DRU approved local syllabi. The following is a list of possible TG-14 upgrades. Units may authorize some, all, or none of these qualifications. Units will authorize upgrade training only to meet valid mission requirements.

5.2.1. Oxygen Qualification. Required for flight at altitudes requiring oxygen IAW AFI 11-202, Volume 3.

5.2.2. Navigation Qualification. Required for flight outside the unit-defined local training area specified in AFI 11-2TG-14, Volume 3, *TG-14 Operations Procedures*, Chapter 5.

5.2.3. Mountain Qualification. Required for flight over designated mountainous terrain when outside the unit-defined local training area. (Designated Mountainous Terrain is defined in the Aeronautical Information Manual). Exceptions: If weather and terrain permit safe operations, the squadron operations officer (or higher) may waive this qualification requirement for sorties on a case-by-case basis. Chapter 5 of AFI 11-2TG-14, Volume 3*, TG-14 Operations Procedures*, may authorize flight without mountain qualification over specific portions of designated mountainous terrain.

5.2.4. Upgrade Instructor Pilot (UIP) Training. Required to instruct TG-14 ground schools, as well as IQT, MQT, QPT sorties, and Upgrade sorties.

RONALD E. KEYS,   Lt General, USAF
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Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFPD 11-2, *Aircraft Rules and Procedures*

AFI 11-202, Volume 1*, Aircrew Training*

AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*

AFMAN 11-210, *Instrument Refresher Course (IRC) Program*

AFI 11-290, *Cockpit/Crew Resource Management Training Program*

AFI 11-301, *Aircrew Life Support (ALS) Program*

AFI 11-403, *Aerospace Physiological Training Program*

AFMAN 37-139*, Records Disposition Schedule*

AFI 48-123, *Medical Examinations and Standards*

Forms Adopted

AF Form 847, **Recommendation for Change of Publication**

AF Form 8, **Certificate of Aircrew Qualification**

Abbreviations and Acronyms

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFPD—Air Force Policy Directive

AFARMS—Air Force Aviation Resource Management System

DNIF—Duty Not Including Flying

FAA—Federal Aviation Administration

FE—Flight Examiner

HQ—Headquarters

IQT—Initial Qualification Training

IP—Instructor Pilot

IRC—Instrument Refresher Course

MAJCOM—Major Command

MP—Mission Pilot

MQT—Mission Qualification Training

OPR—Office of Primary Responsibility

PTS—Practical Test Standards

QPT—Quarterly Proficiency Training sortie

SFL—Simulated Forced Landing

TDY—Temporary Duty

UIP—Upgrade Instructor Pilot

U.S.C.—United States Code

VFR—Visual Flight Rules

Terms

Major Command (MAJCOM)/Direct Reporting Unit (DRU) DO—Equates to Training Wing CC at USAF Academy